

The 23 May 53 (No 22) issue of "Vodnyy Transport" carries an article entitled "Who is Guilty in Ship Stoppages". The article states that in the Summer of 1951 "Reydtanker" received two new coalburning tugs, the "Doguchar" and the "Itiron". These are both shallow-fraft river vessels whose weak hull construction does not permit then to make openses voyages, consequently "Reydtanker" left them standing idle. In November 1951 it was decided that the ships would be re-equipped to burn oil, and the Chief Directorate of the Petroleum Shipping Fleet allocated funds for this purpose. "Reydtanker" had prepared plans for converting the ships by September 1952, but the plans were so unsatisfactory that they could not be used. In 1953 the ships are still standing idle with ne work being done on them and they have not carried a single ton of petroleum in two years.

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2. This article gives fresh evidence of inefficient management in "Reydtanker" and the Chief Directorate for the Petroleum Shipping Line.

Surmise what is happening with the two ships. First of all, insemuch as these are river vessels, the shipping line cannot employ them for long-distance shipping, consequently they are suitable only for sharting potroleum barges around the port of Astrakhan. However, the shipping line already has enough ships in its service-auxiliary fleet and therefore did not want to go to the trouble of re-equipping the two vessels for this purpose. These vessels were forced on the shipping line, a frequent occurrence in my experience. The ships were given to the line so that the record would show the receipt of new vessels. However, the ships stood idle and were finally transferred to other organizations.

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From this article and from other issues of "Vodnyy Transport" it is apparent that "Reydtanker" has received no new ships. Diesel tugs being built at the Vano Sturua Plant at Eaku have not yet been delivered. It is also apparent from the newspapers that the Diesel Tug "Tadzhik" (whose main engines develop 300 hp), given to "Kaspflot". Apparently "Reydtanker" was instead they are finished.

\*\*Transport, Maritime Fleet Captain second rank chief of the "Reydtanker" Operations service (in which capacity he replaced Kubyshin, also second rank captain of the Maritime Fleet) published an article in the 4 Apr 53 (No 1) issue of "Vodnyy Transport" entitled "First Voyages of Reydtanker" from which it is apparent that the same ships

It should lead it has been carrying and needs no new vessels.

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